

25X1

**C O N F I D E N T I A L**  
SECURITY INFORMATION

REPORT

25X1

COUNTRY Czechoslovakia  
SUBJECT Ostrava Airfield

DATE DISTR. *26 Oct. 53*

NO. OF PAGES 8

PLACE  
ACQUIREDNO. OF ENCLS. 3  
(LISTED BELOW)DATE  
ACQUIRED BY SOURCESUPPLEMENT TO  
REPORT NO.

25X1

DATE OF INFORMATION

THIS IS UNEVALUATED INFORMATION

25X1

## 3. OSTRAVA AIRFIELD.

II. SITE LAYOUT:

1. APPROACH LIGHTS: Four to five yellow lights mounted on wooden posts five meters high and spaced at 50 meter intervals. They were located 100 meters from start of runway 040.

2. APRON: Concrete, 50 x 10-15 meters.

3. HANGAR: Gray stuccoed brick, 50 x 20 x 12 meters with shed type roof. When SOURCE last saw the hangar in March 1953, it contained farm machinery.

4. RUNWAY: Grass, 040 and 220, 900 meters long, 150 meters wide. It accommodated DC-3 aircraft. This runway was slippery and muddy after rainfalls.

**C O N F I D E N T I A L**

25 YEAR RE-REVIEW

SECURITY INFORMATION

25X1

**Page Denied**

C O N F I D E N T I A L

- 2 -

25X1

5. ADMINISTRATIVE BUILDING: Single story, wooden construction, painted dark green, 25 x 10 x 5 meters with a low pitched gable type roof. This building contained a passenger waiting room, airline office, canteen, rest rooms, briefing room, teletype room, meteorology office, office for the Czechoslovak Airlines airfield chief, and a garage. Teletype was used to exchange flight data and weather data with Prague-Ruzyně airfield. It also contained a radio set (type unknown) and had radio antennas on the roof.

6. HANGARS: Stuccoed brick construction, 30 x 15 x 10 meters and had a shed type roof. The hangars were used for housing light Doslet Aircraft (Bieker C-104 and C-106 and gliders). It was also used for light maintenance.

7. APRONS: Concrete, approximately 30 meters long 10 meters wide.

8. HANGAR: It housed Doslet gliders and a goniometer and transmitter-receiver set which were used for voice and telegraph; it operated on 3255 kc. for voice and 322 kc. for telegraph letdown.

25X1

9. LORENZ UNIT: (BUILDING): single story, wooden construction, 3 x 3 x 3 meters and had a flat roof. A Lorenz antenna was located on the top of this building. (RC-125B, Encl. C, Sketch of Lorenz Unit). The Lorenz unit operated on a frequency of 33.3 mc and was used as a landing aid.

10. ROAD: two lane, dirt, one kilometer long, five meters wide, joined road Pt. #2, Encl. #1.

11. AIRFIELD ENTRANCE: This entrance was without a barrier and unguarded.

### III. AIRFIELD INFORMATION:

#### 1. Basic Airfield Information:

- a. Name of Airfield: Ostrava
- b. Alternate Name: Hrabuvka
- c. Country: Czechoslovakia

#### 2. Location:

- a. Approximately six kilometers South from center of Ostrava; and approximately 500 meters East of Hrabuvka.
- b. Approximately two kilometers West of the Ostravice River; and three - four kilometers East of the Odra River.

#### 3. Dimensions:

- a. Estimated length, width, and extensibility: Approximately 1000 meters Northeast to Southwest, 400 meters wide Northwest to Southeast. The airfield could not be extended due to residential districts and rolling terrain surrounding the airfield.

- b. Approximate shape: Rectangular

#### 4. Sketches:

- Encl. #1, [redacted] Ratibor Pinpoint Location
- Encl. #2, [redacted] Sketch of the Ostrava airfield
- Encl. #3, Diagram of Landing Procedure

25X1

C O N F I D E N T I A L

25X1

**Page Denied**

C O N F I D E N T I A L

- 3 -

25X1

5. Runways:  
One runway reference Pt. #4, Encl. #2.  
Aprons: Pts. #2 and 6, Encl. #2.  
Airfield Surface: Level and grass surfaced.  
Drainage: Natural. Heavy rains caused the field to be muddy and slippery.
6. Aircraft Dispersal Points:
  - a. Hardstands: None
  - b. Revetments: None
  - c. Parking: Aircraft were usually parked in front of the administrative building.
7. Construction and Improvement:
  - a. Airfield Surface. None observed
  - b. Runways: None observed
  - c. Buildings: None observed
  - d. Technical Facilities: Lorenz Unit was newly built and completed about January 1953.
8. Obstructions:
  - a. Hills: approximately 20 - 30 meters high surrounded airfield.
  - b. Power Lines: No information
  - c. Chimneys: Located approximately 2 - 3 kilometers Northeast of airfield.
  - d. Church Steeple: Located 600 meters Northeast of airfield, 20 - 30 meters high.
  - e. Approach Lights: Reference Pt. #1, Encl. #2.
9. Technical Facilities:
  - a. Radio (transmitters, masts) (give frequency) Transmitter-Receiver building Pt. #8, Encl. #2 and Pt. #5, Encl. #2, Antennas (Pt. #5 and 8, Encl. #2).
  - b. Telephone and Telegraph: Telephone communication with telephone central in Ostrava. Teletype (origin unknown) building (Pt. #5, Encl. #2) for communication with Prague-Ruzyně airfield.
  - c. Weather Station: Reference Pt. #5, Encl. #2 used for weather observation and forecasts.
  - d. Electricity: No information.
  - e. Goniometer (Pt. #8, Encl. #2) and Lorenz Unit (Pt. #9, Encl. #2) were used as landing aids. No further information.
  - f. Aircraft Capacity: Airfield was used for light aircraft no heavier than the DC-3. No further information.
  - g. Repair Facilities: Light maintenance performed in hangars (Pt. #6, Encl. #2).

C O N F I D E N T I A L

25X1

**Page Denied**

C O N F I D E N T I A L

25X1

- 4 -

## 10. Supply:

- a. Refueling of planes was performed with hand operated pumps mounted on 200 liter barrels which were occasionally observed behind building (Pt. #5, Encl. #2). The Czechoslovak Airlines utilized 95 - 100 octane. No further information.
- b. Water: City water was obtained from Ostrava
- c. Weapons, ammunition and equipment: No further information.

## 11. Buildings:

- a. Hangars: Reference to Pts. 6 and 8, Encl. #2.
- b. Workshops: Light repair work was performed in Hangars - Pt. #6, Encl. #2.
- c. Control Tower: None
- d. Billets: None
- e. Administrative Building: Czechoslovak Airlines Administrative building Reference Pt. #5, Encl. #2.
- f. Hospital: None
- g. Aid Station: Civilian ambulance parked in front of building Pt. #5, Encl. #2.
- h. Storage Places: Aircraft, and gliders were housed in buildings Pts. #6 and 8, Encl. #2.
- i. Other: Farm machinery stored in building (Pt. #3, Encl. #2)

## 12. Transportation Facilities:

Railroad depot at Ostrava. Highway (Pt. #2, Encl. #1) and road (Pt. #10, Encl. #2).

## 13. Administration and Personnel:

- a. The airfield was controlled by the Czechoslovak Airlines (name unrecalled). No further information.
- b. Personnel Strength: Approximately twelve Czechoslovak Airlines employees.
- c. Uniforms, insignia and equipment of troops, unit, identifications: No military personnel were observed on the airfield. No further information.
- d. Flying Activity: The airfield was used by the Czechoslovak Airlines and Doslet. Doslet light planes and gliders were observed from 1951 to March 1953. No further information.

14. Meteorological Factors: The airfield could not be used after heavy rainfalls and snowfalls. No snowplows were observed. No further information.

## 15. Defense Installations and Practices:

- a. Antiaircraft gun positions: None observed
- b. Warning Devices (frequency and national origin of radar): No information.
- c. Camouflage: No information.

C O N F I D E N T I A L

25X1

**Page Denied**



C O N F I D E N T I A L

- 5 -

d. Other: None

## 16. Aircraft:

[redacted] Doslet aircraft Bieker C-104 and C-106, Sokol  
Czechoslovak DC-3 and Doslet gliders

25X1

## 17. Letdown Procedure:

Reference Encl. #2, Landing Procedure.

## 18. Security:

[redacted] SNB (wearing the green uniform) were observed on the airfield  
[redacted] No further information.

25X1

## ENCLOSURES:

Encl. #1, [redacted] Ratibor Pinpoint Location.  
Encl. #2, [redacted] Sketch of the Ostrava airfield.  
Encl. #3, Diagram of Landing Procedure.

25X1

C O N F I D E N T I A L

25X1

**Page Denied**

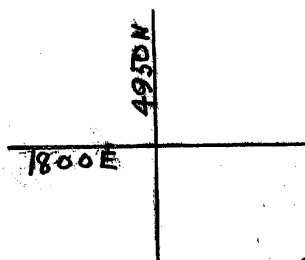
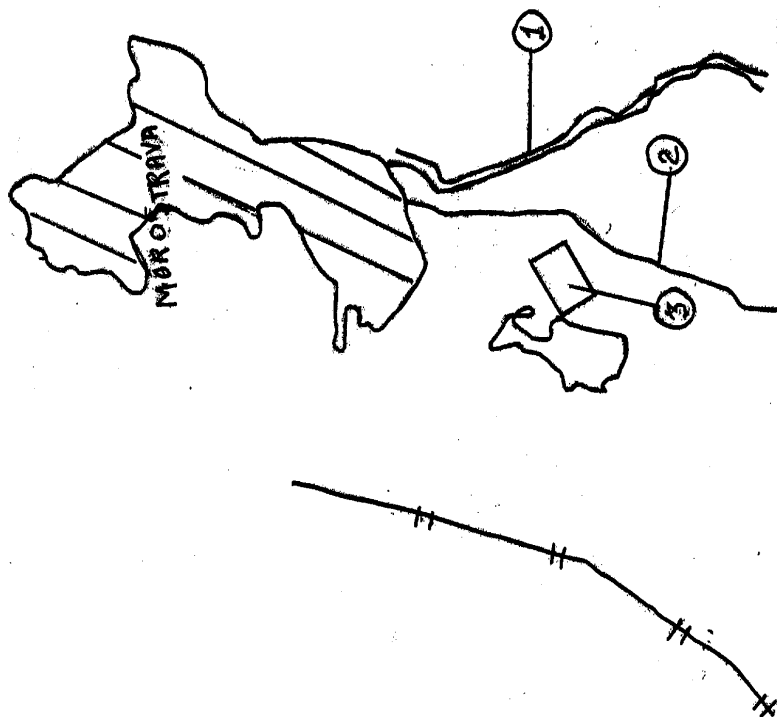
CONFIDENTIAL  
- 6 -

25X1

Enclosure 1.

Pinpoint Location of Moravska-Ostrava Airfield

25X1



CONFIDENTIAL

25X1

**Page Denied**

CONFIDENTIAL

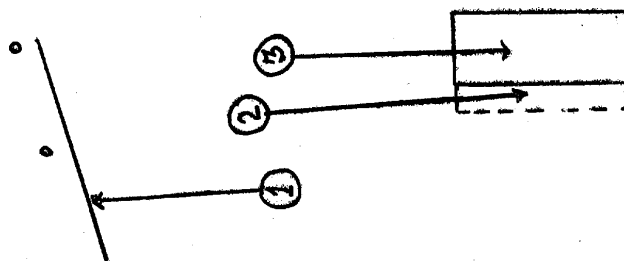
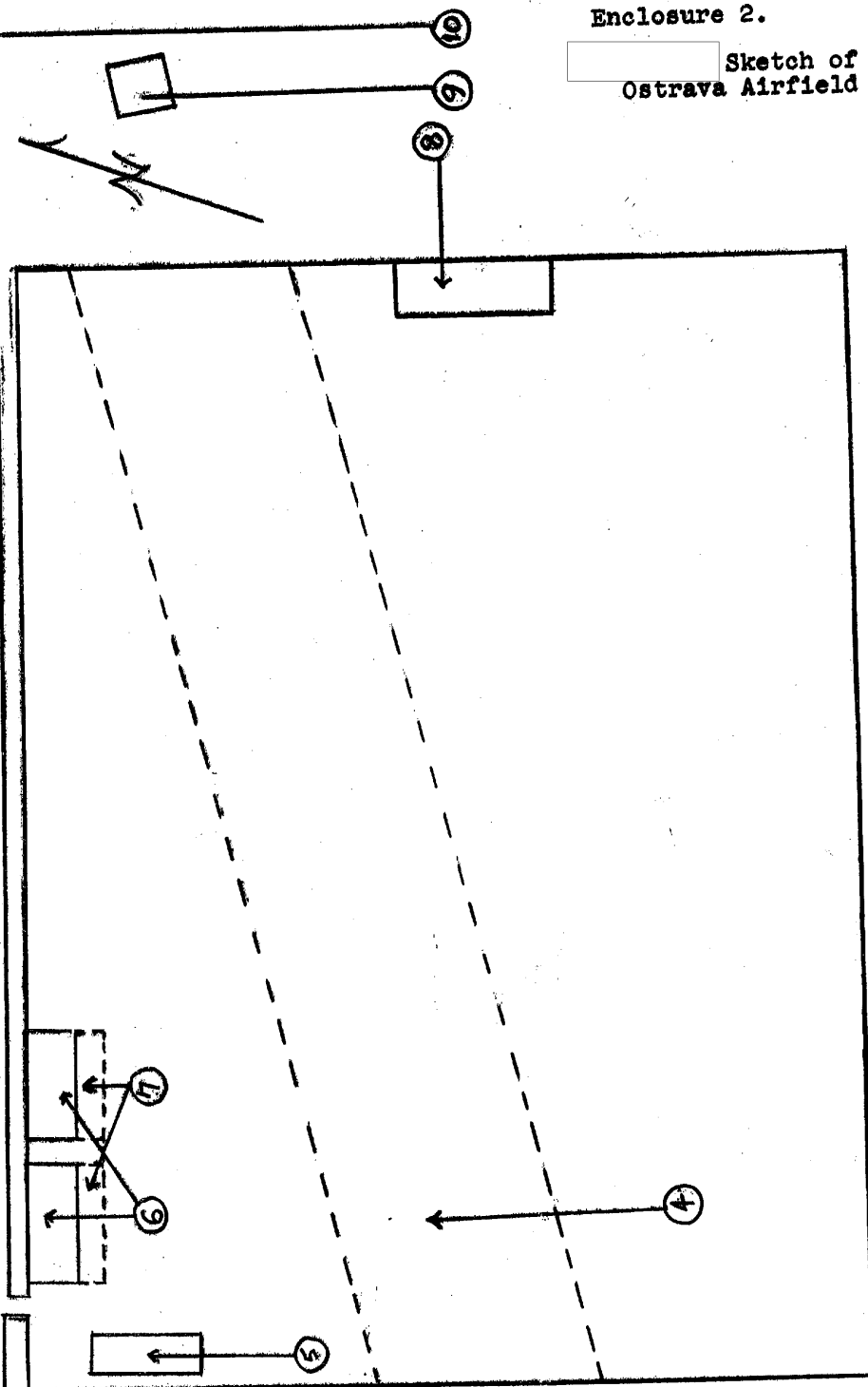
- 7 -

25X1

Enclosure 2.

Sketch of Moravska -  
Ostrava Airfield

25X1



CONFIDENTIAL

25X1

**Page Denied**

25X1

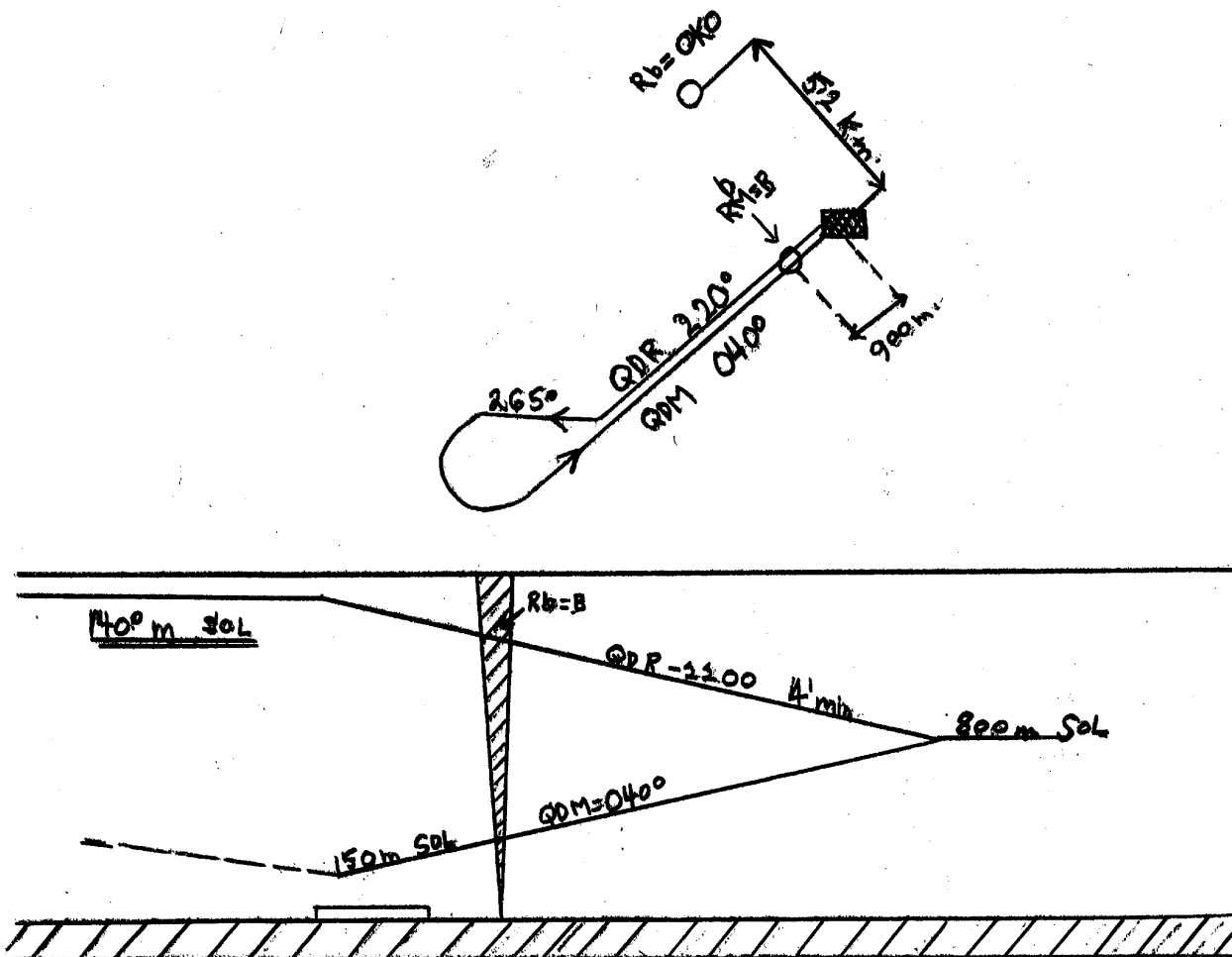
C O N F I D E N T I A L

- 8 -



Enclosure 3.

Diagram of Landing Procedure



C O N F I D E N T I A L

25X1

**Page Denied**